(1) A space of 14 cubic meters (500 cubic feet) or more in volume must have a gooseneck vent of not less than 65 millimeters (2.5 inches) in diameter.

(2) A space of less than 14 cubic meters (500 cubic feet) in volume must have a gooseneck vent of not less than 40 millimeters (1.5 inches) in diameter.

(b) Vent openings may not be located adjacent to possible sources of vapor ignition.

(c) A vessel of not more than 19.8 meters (65 feet) in length, carrying not more than 12 passengers, with ventilation installations in accordance with ABYC H–32 (incorporated by reference; see 46 CFR 175.600) will be considered as meeting the requirements of this section.

[CGD 85–080, 61 FR 986, Jan. 10, 1996, as amended by USCG–2003–16630, 73 FR 65209, Oct. 31, 2008]

### § 182.480 Flammable vapor detection systems.

(a) A flammable vapor detection system required by §182.410(c) must meet UL 1110 (incorporated by reference; see 46 CFR 175.600) or be approved by an independent laboratory.

(b) Procedures for checking the proper operation of a flammable vapor detection system must be posted at the primary operating station. The system must be self-monitoring and include a ground fault indication alarm.

(c) A flammable vapor detection system must be operational for 30 seconds prior to engine startup and continue sensing the entire time the engine is running.

(d) A flammable vapor detection system must provide a visual and audible alarm at the operating station.

(e) A sensor must be located above the expected bilge water level in the following locations:

(1) The lowest part of a machinery space;

(2) The lowest part of a space containing a fuel tank when separate from the machinery space; and

(3) Any other location when required by the cognizant OCMI.

(f) A flammable vapor detection system must be installed so as to permit calibration in a vapor free atmosphere.

(g) Electrical connections, wiring, and components for a flammable vapor detection system must comply with part 183 of this chapter.

(h) An operation and maintenance manual for the flammable vapor detection system must be kept onboard.

[CGD 85–080, 61 FR 986, Jan. 10, 1996, as amended by USCG–2003–16630, 73 FR 65209, Oct. 31, 2008]

## Subpart E—Bilge and Ballast Systems

### § 182.500 General.

(a) A vessel must be provided with a satisfactory arrangement for draining any watertight compartment, other than small buoyancy compartments, under all practicable conditions. Sluice valves are not permitted in watertight bulkheads.

(b) A vessel of not more than 19.8 meters (65 feet) in length, carrying not more than 12 passengers, may meet the requirements of ABYC H–22 or the requirements in ISO 8846 and ISO 8849 (all three standards incorporated by reference; see 46 CFR 175.600), instead of those of this subpart, provided that each watertight compartment forward of the collision bulkhead is provided with a means for dewatering.

(c) Special consideration may be given to vessels, such as high speed craft, which have a high degree of subdivision and utilize numerous small buoyancy compartments. Where the probability of flooding of the space is limited to external hull damage, compartment drainage may be omitted provided it can be shown by stability calculations, submitted to the cognizant OCMI, that the safety of the vessel will not be impaired.

[CGD 85–080, 61 FR 986, Jan. 10, 1996, as amended by USCG–2003–16630, 73 FR 65209, Oct. 31, 2008]

### § 182.510 Bilge piping system.

(a) A vessel of at least 7.9 meters (26 feet) in length must be provided with individual bilge lines and bilge suctions for each watertight compartment, except that the space forward of the collision bulkhead need not be fitted with a bilge suction line when the arrangement of the vessel is such that ordinary leakage may be removed from this compartment by the use of a